

**RESOURCE DEVELOPMENT COORDINATING COMMITTEE**  
**Department of Natural Resources**  
**Room 1060**  
**December 9, 2003**

Minutes

Member Present:

SOWARDS, Glade – Utah Energy Office  
HARTY, Kimm – Utah Geological Survey  
KEENE, Michael – Technology & Science  
CANNING, Michael – Division of Wildlife Resources  
SCHLOTTHAUER, Bill – Division of Water Rights  
DANIELS, Ron – Division of Oil, Gas and Mining  
KAPPE, Karl – Division of Forestry, Fire and State Lands  
CHRISTY, Kim – School and Institutional Trust Lands Administration  
GEORGESON, Michael – DEQ/Division of Drinking Water

Others Present:

WRIGHT, Carolyn – GOPB/Department of Natural Resources  
LANDURETH, Brenda – Department of Natural Resources  
RIGTRUP, Keith – Bureau of Land Management  
IZZO, Vince - HDR

**I. Approval of Minutes**

Glade Sowards called the meeting to order at approximately 9:00 a.m. Karl Kappe made a motion to approve the November 12, 2003 minutes with a correction from Kimm Harty. Kimm seconded the motion. The motion passed unanimously.

**II. Special Presentations/Discussion**

**Vince Izzo, HDR – U.S. Highway 6 Environmental Impact Statement (EIS)**

Vince Izzo provided an update on the EIS process. The EIS project area covers 128 miles from Spanish Fork I-15 to Green River I-70. The purpose for this project is based on the need to improve safety conditions in this corridor and to upgrade the road design deficiencies to current standards. The increased frequency of accidents (440 per year/ten to 15 fatalities each year) and congestion has resulted in wildlife and vehicle collisions, multiple vehicle collisions, slide offs and fatal median crossovers. For the last ten years there are 13,000 animal strikes. Congestion currently impacts recreation and commerce. Several alternatives have been suggested/considered and include:

Not feasible alternatives included the removal of truck traffic, reduced speeds, and mass transit. Other alternatives included various no build and a combination of build alternatives. The no action alternative was also considered.

Some of the build alternatives considered included:

Improve truck access to port-of-entry facilities  
Adding passing lanes  
Realigning curves  
Building four lanes with center medians  
Mobil unit  
New unit

Relocating port-of-entry  
 Fixed port-of-entry  
 Virtual/electronic port-of-entry  
 Port-of-entry on both sides of the road  
 Road median from Spanish Fork to Helper (14-feet wide median with barriers)  
 Eastern Median Segment Helper to I-70 (65-feet wide median with natural landscape and no barrier)  
 Median treatments less than 60-feet wide will include cable barrier, beam guardrail or a concrete barriers.

All alternatives were compared based on the following criteria:

Risk of collision	Risk from injury (barrier collisions)
Impede wildlife movement impacts	Visual impacts
Maintenance	Cost

The preferred alternative includes a 14-foot wide median with cable barriers to prevent crossovers. These barriers are environmentally friendly, flexible upon impact, cost effective, reduce visual impacts, are easy to repair and minimal required maintenance. Cable barriers are ideal in narrow areas, will reduce the number of head-on collisions, reduced injury from impacts because of flexibility and will allow wildlife to cross the road. Other areas will have a 65-foot wide natural landscaped barrier. Remove the port-of-entry and placing a port-of-entry on both sides of the road. Wildlife crossings and overpasses will be incorporated.

The impact analysis included threatened and endangered species meetings with the U.S. Fish and Wildlife Service, Utah Division of Wildlife Resources, BLM, and U.S. Forest Service. Topics of discussion included wildlife surveys, wildlife crossing issues, overpasses, agency coordination, recreation and coordinated access, improve water quality, and water resources agency coordination.

Safety measures may include barriers to prevent head-on collisions, hitting steep canyon walls and slide offs, erosion treatments on steep and erosion prone slopes, railroad crossings and overpasses and changes in locations of port-of-entries. Other measures to protect wildlife include animal crossings, game fencing, culvert enhancement to enhance streamflow and to allow for fish and wildlife passage.

Scoping has been completed and the analysis phase of the EIS process is currently in progress. A draft EIS will be completed by spring 2004. All survey work has been completed. Biological, wetlands, cultural and historical resource impact coordination with State History and Preservation Office is ongoing and involves several issues (old railroad and highway alignments and old mining sites.)

Provided specific details and answered questions on the following issues:

Crossing ideas, fencing, median landscaping, landscaped overpasses, underpasses, predator overpass issues and related impacts. Culvert enhancements may include big game underpasses between Thistle and Tucker Rest Areas and modifications to the railroad crossings may include making bridges wider and V-cut the right-of-way to encourage wildlife crossing underneath. Culvert size improvements for fish passage and other species.

### **III. Reports from Agencies on Any Anticipated Projects**

Karl Kappe, Division of Forestry, Fire and State Lands (DFFSL), reported that the division received a request for a lease to harvest algae on the Great Salt Lake. A lease was requested ten years ago and in 1995 a Record of Decision was negotiated to move forward. This attempt was not successful. Currently, there is competition for algae harvesting leases. Right-of-entry, royalty agreements and the right for exclusive leasing are issues being discussed. It is anticipated that no exclusive lease will be issued. This could be a new productive industry on the Great Salt Lake that would occur on salt evaporation ponds. DFFSL is working with the Division of Wildlife Resources and Department of Natural Resources to determine an appropriate royalty rate. There will be no open water harvesting of the algae in the lake and brine shrimp impacts are not anticipated since the algae in these area are currently lost to the ecosystem.

The Center for the Arts, in New York currently holds the lease to the area and would like to secure permanent access to the Spiral Jetty from the upland owner. There is a great deal of interest in the Spiral Jetty due to low lake levels.

Bill Schotthauer, Division of Water Rights, stated that the division has orthoquads that maps and aerial photographs can be placed behind the image on various scales. This is now available on their website and could be used to do a location search for water rights information.

Ron Daniels, Division of Oil, Gas and Mining, reported that the division was working with Sand and Gravel Task Force composed of legislators, industry and agency representatives. Their charge was make recommendations to the Interim Committee. Employment and industry related impacts were discussed. The task force had the statutory authority to meet during the month of November. A report was completed however no legislative recommendations have been made.

DOGM is working on ongoing outreach and collaborative efforts (Uinta Basin Collaborative Group meeting, Vernal, Utah, and a Quarterly Water Users Outreach meeting in Castledale, Utah.) in December.

Keith Rigtrup, U.S. Bureau of Land Management (BLM), reported that the Draft Vernal Resource Management Plan (RMP) will be completed in February 2004. BLM will brief Kathleen Clarke, BLM Director, on the status of the plan on Friday, December 19, 2003. John Harja and Val Payne will meet with the BLM about the Vernal RMP on December 15, 2003. Alternatives have been completed for the Price RMP and will be moving into the alternative analysis phase of the planning process. The Richfield RMPs are a few months behind the Price RMP and are working on comments and alternatives. The Moab-Monticello RMP is involved in the first round of public scoping in November 2003. The Comment Cruiser has been used to obtain comments from the general public. They are working with public comments and will be moving into alternatives generation in March or April 2004.

After the public involvement phase of the planning process, the BLM completes Chapter 2 before moving on to the generation of alternatives and submit this information to cooperating agencies to review the draft document.

Glade Sowards thanked everyone for participating in the annual RDCC Christmas Potluck held on December 9, 2003.

Pam Grubaugh-Littig, Division of Oil, Gas and Mining, requested an update on the Quitchupah Road Project. The project status has remained the same regarding the tribe's concerns that the canyon area had been declared as sacred ground. Glade Sowards will report on this project proposal at the next meeting.

#### **IV. Review of Proposed Items as Listed on the Project Management Library**

Glade Sowards reported that there are two priority items due to the Governor's Office of Planning and Budget in January. Comments are due for Grazing Administration – Exclusive of Alaska, (project number #3534), on January 23, 2003, and for State Land Proposals (project number 3528), on January 9, 2003. Copies of the Project Management Library were made available.

#### **V. Adjournment**

The meeting was adjourned at approximately 9:50 a.m. The next meeting will be held on January 13, 2004, at 9:00 a.m., in room 1010.